

walk. It was smashed into smithereens. It could not be discovered whether the committee members were engaged in a set-to or whether they were throwing at a mark.

The International Brotherhood of Teamsters held a secret meeting in 781 Eighth avenue in the morning. After the session Michael J. Cash, vice-president, said another meeting would be held at the Labor Temple to-day. It was admitted the question of a strike would have to be decided by a referendum.

The Longshoremen's Union gave out a statement in which it said that President T. V. O'Connor had the power to call the men out whenever in his judgment he could effectively help the striking carmen.

That the contracts which many unions have signed with employers, obligating themselves not to quit work during a definite period, have proved one important factor in preventing many organizations from going on strike, is shown by a statement of an Indianapolis, from President Maraden G. Scott of the International Typographical Union. This telegram said:

"Executive Council of International Typographical Union will not sanction strike of any subordinate union in New York city as proposed by Central Federation. The obligations of our subordinate unions are not to be broken. The letter to the effect that the union has been sent to our subordinate unions in New York city. Make it plain and emphatic that the members of the union will not participate in any strike."

The brewery workers were on strike, numbering several thousand, but that strike was a sort of protracted action. The union apparently wished to keep faith with the labor conference and the men, having informed the employers that they wanted a "three days' holiday," had worked like beavers, filling orders and storing up all saloons with plenty of beer. About 4,000 men were out on Manhattan and The Bronx. About 4,000 quit in Brooklyn for the remainder of the week. The brewery workers said they had no grievance against their employers.

Strike Leader Grows Sullen. Fitzgerald, leader of the carmen, continued in a sullen mood. While he was winning his strikes he was pleasant to reporters, but when his efforts to stop service on the subway and elevated trains proved unsuccessful he and his associates for some reason attributed part of the failure to the newspapers and declined to make any more statements or give any information.

He called his last strike without the approval of the executive board of the International organization of carmen, and accordingly he was expelled from the union. His men from the central treasury. The local unions do not have enough money to pay benefits, because all they have in their treasuries are \$1 bills collected from the men gathered into the unions within the last three months. That total would not go far in making payments to the strikers at the rate of \$5 a week per man.

When Fitzgerald was asked yesterday about the payment of benefits he said: "That's none of the newspapers' business. That is the business of the union."

Failure of the labor leaders to get the men out in a general strike also has been due to the fact that many unions did not sympathize with the strike. The carmen's strike has been conducted. It also has been due to the view held by many unions that they saw no reason why they should pull the carmen chestnuts out of the fire. Then again, the decision on the part of many unions to the effect, "If everybody goes out we will go out."

A. L. Gridley, organizer for the Brotherhood of Locomotive Engineers, was indignant yesterday afternoon over the attention given to his remarks by the newspapers. He repudiated most of the statements credited to him, but admitted there was no prospect of a strike being called by his organization against the Interborough.

"The one thing I wish you fellows would make clear," appealed Gridley, "and that is that I included in no criticism of Organizer William B. Fitzgerald or President Shonts of the Interborough." Mr. Shonts attached to more seriousness to Gridley's quoted threats than he had the day before to the action of the Brotherhood men in going before Oscar Strauss, the Public Service Commission chairman.

"I tell you this is a joke," he said with the manner of a man unwilling to discuss politics. "Their brotherhood has nothing to do with it. All this stuff of Gridley's is poppycock. This is the last time I am going to deal with this question as if it was a serious matter. They have nothing to get from us and will get nothing."

#### DAY SERVICE CURTAILED

Surface Car Lines Try to Run at Night With Same Men. Surface car lines of Manhattan and The Bronx, anxious to extend their night service, failed to improve the traffic for the daylight hours yesterday. The New York Railway Company decided to keep its cars running until midnight and the Union Railway Company for the first time announced night service on its downtown lines in The Bronx.

President Theodore P. Shonts made the claim yesterday that more than 40 per cent of the normal service on the surface car lines had been effected and that 500,000 persons were carried yesterday on that system. Police figures, however, showed that the service from 6 A. M. to 2 P. M. did not compare favorably with that of Wednesday or Tuesday.

The Union Railway service from 8 A. M. to 2 P. M. also was not up to Wednesday's standard, but officials of that system were trying to operate cars day and night with the same number of men, so that the morning and afternoon service had to be curtailed.

The New York and Queens county lines had 121 cars going out of a possible 176 yesterday morning when they were needed most.

Traffic figures given out by President Shonts go to show that the subway and elevated lines are carrying more passengers than they did at this time last year, but the official statement was made at the Hotel Belmont, that the Interborough was operating three-quarters of the normal number of cars.

The impression was given that the green car system had improved so in the last few days that it was not necessary for the subway and elevated to work at such high tension.

#### HURT AS CARS CRASH.

Accident in Fordham Road—Rioters in Grand Street. Two Fordham road street cars were in collision near Third avenue and Fordham road yesterday, as a result of which seven persons were cut and bruised.

An attack upon a Grand street cross-town car at Lewis street was broken up by a detail of the police automobile patrol in command of Lieut. Kelly. Rioters pelted the car and threatened the driver of the Madison street station.

#### AUTUMN CROCUS

Blooms in the Air! Without Earth or Water Large Bulbs—10 for \$1 Priced. Big Autumn Catalog FREE.

Barclay cor. Church St.

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## B. R. T. MEN IN PARADE.

Four Thousand Cheer President Williams Before Meeting.

Four thousand employees of the Brooklyn Rapid Transit Company met at their clubhouse, Jamaica avenue, East New York, last night to frame an amendment to the company's bylaws for the appointment of thirty-nine trustees to be selected from among the employees. The clubhouse was big enough to hold the crowd, and so an overflow meeting was held outside.

Nearly half of the vast crowd of workmen met at Eastern Parkway and, led by the B. R. T. band, marched through the street to the meeting place, passing on the way a reviewing stand, on which was Col. Timothy S. Williams, president of the company. There was great demonstration as the parade passed President Williams, consisting of shouting and the waving of American flags.

"We are making a notable contribution to industrial and corporate history tonight," said Mr. Williams. "We are demonstrating to Greater New York and to the world that many thousands men, joint workers in a great enterprise, can when imbued with a common impulse and animated by an intelligent purpose, settle their own difficulties and look out for their own concerns without any dictation or interference from non-resident or resident busybodies."

"I thank heaven and I thank you that you have not been misled. You have responded to the disturbers as I believed you would."

## MILLIKEN'S MAJORITY 13,500.

ALBANY, N. Y., Sept. 28.—Official returns of the State election as tabulated here today showed that Carl E. Milliken, Republican, was elected governor over Oakley C. Curtis, Democratic incumbent, by a majority of 13,500 in the largest total vote ever cast in Maine. The figures were: Milliken, 51,317; Curtis, 37,819.

## FOUNDED 1856

## A Symphony in Values

Every contributing part of our big organization is a perfectly balanced instrument in the production of human satisfaction.

Every department is tuned up to play its part in harmonious progress—the introduction of styles properly timed—every model an artistic rendition—the major and minor details executed with equal precision and perfect technique by a staff of trained tailors under the direction of master leadership.

Without blowing our horn fortissimo, we believe our symphony in clothes-values is in sharp contrast with the high pitch prices of others.

## BROKAW BROTHERS

1457-1463 BROADWAY AT FORTY-SECOND STREET

## HUGHES RETORTS TO OLNEY ATTACKS

Continued from First Page.

before that date had appealed to the President to give the Interstate Commerce Commission opportunity to hold inquiry, at the same time informing the President that neither the brotherhood nor the railroads would give up the face of public opinion which demanded investigation in such an important matter before legislation was rushed through.

## Kills Wilson's Defense.

This correspondence was from officials of the Chamber of Commerce of the United States to the President and supplied. Mr. Hughes pointed out, absolute refusal of the President's right to insist upon the continuance of the public service during this investigation.

"The seriousness of the situation, as we now see it, is that the public is informed of the fact that the railroads are against certain demands, and therefore such demands must be accepted by it. We are not in a position to say whether the demands are equitable and just or not. Our position is that the facts ought to be investigated and if the demands are just they ought to be granted immediately upon the ascertainment of the facts on their merits, and not because either party is so powerful that it can dictate its terms to the public."

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A telegram from Mr. Wheeler to President Wilson dated August 12 was next read by Mr. Hughes, as follows: "Mr. President, I beg you to consider the situation in the railroad industry of the Administration behind Senate joint resolution in its present or some modified form. Notwithstanding the attitude of both sides to the contrary, they cannot without repudiation of the whole public disregard the request of Congress to withhold action until certain facts can be ascertained which bear directly upon the merits of the demands of the men or the contingent proposals of the railroads which must in any event be secured before an arbitration award upon any part of the differences could properly be reached."

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"It was in view of the many grave questions and serious complications that our committee came to the conclusion that an impartial investigation of all the facts by an official body was essential. There are now two questions involved which are vital to the future prosperity of this country. The first is whether a determination of all vital points at issue shall proceed (not precede) a complete ascertainment of the underlying facts necessary to adjust termination, and the second is whether the Government has the right to insist upon the continuance of the public service during this investigation."

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